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1. As of 6 October 1952 the Soviet military duty train to the USSR, the Blue Express, continued to cross the East German border at Frankfurt/Oder.
2. The transferring of border crossing trains was handled by the Transfer Office (Uebergabebureau), Frankfurt/Oder. This office was directly responsible to the Freight Section of RBD Frankfurt/Oder. The Transfer Office itself was located at the main passenger terminal in Frankfurt/Oder. A sub-section of this office was located at the shunting station (Verschiebebahnhof). Trains going to the USSR were actually transferred at the shunting terminal; trains coming into East Germany were turned over at the passenger terminal. Papers for the trains transferred at the shunting terminal were brought to the main Transfer Office for processing. This method had been in effect since about February or March 1952.
3. The Polish transfer officials who serve in Frankfurt/Oder had a regular twenty-four hour tour of duty. They arrived at 8:35 on the international passenger train at Frankfurt and returned the following day to Poland by locomotive or on a local shuttle train to Reppen; this train consisted of a baggage van and two coaches and also carried Russian officers. There were two transfer officials and one train master at each of the two terminals on each shift. In all there were twelve Polish officials and six train men assigned to Frankfurt/Oder. They shuttled between the shunting and passenger terminals by locomotive and coach, thus avoiding the city. They usually all spoke German and occasionally made purchases at the HO store on the square in front of the main passenger station. The Polish officials and train men were rotated frequently since one of them fled to the West during the spring of 1952. They were inspected by the police and custom officials of both Poland and East Germany. They carried a special pass issued by the Polish authorities allowing them to proceed to Frankfurt/Oder.
- h. On an average there were seven freight trains a day arriving at Frankfurt/Oder from the USSR. These usually consisted of about three trains of fifty gondola cars each of crude ore for Ziltendorf. There were also occasionally individual carloads of high-grade manganese ore destined for Ziltendorf. The other four trains consisted primarily of anthracite for Fuerstenberg, Berlin-Lichtenberg and Riesa, steel plates for Riesa, and small-gauge rail, wool, copper and cottonseed oil. Soviet military freight was usually shipped in individual carloads attached to these regular freight trains. Exceptions were an

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entire military freight train of, for example, forty flatcars carrying automobiles; such a train was over and above the usual seven a day.

4. No Russians actually took part in the transferring of trains at Frankfurt/Oder during January 1953. The Russians were, however, particularly interested in the ore trains and in reparations trains in general. Ore trains arrived in Frankfurt/Oder with four or five Russian soldiers already aboard. Normally another five or six Russian soldiers got on at Frankfurt. A Russian lieutenant was usually in charge of the train command from Frankfurt/Oder on.
5. The Russians had the use of the first four rooms of the freight section of the Frankfurt/Oder passenger terminal. The next two rooms were for Polish train officials, and beyond that were the rooms for German personnel.
6. The border station (Grenzbahnhof) Frankfurt/Oder was to be ready for service by the beginning of 1953. After that time trains were no longer to be processed at the Frankfurt/Oder passenger terminal.
7. The order of departure of the trains from Frankfurt/Oder is determined by the Russian Commander at the Reichsbahnhof Berlin (located in Frankfurt/Oder).

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